

LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

Name of Community

* Name of Community

Bloomington

* State



Indiana

* Mayor or top elected official

Mayor Mark Kruzan

* Phone

(812) 349-3406

* Email

mayor@bloomington.in.gov

* Address

401 North Morton Street, Suite 210

* Website

www.bloomington.in.gov/bike

Applicant Profile

* Applicant Name

Scott Robinson

* Title

Long Range/Transportation Manager

* Employer

City of Bloomington, IN

* Address

401 North Morton Street, Suite 160

* City

Bloomington

* State



Indiana

* Zip

47404

* Phone

(812) 349-3423

* Email

robinsos@bloomington.in.gov

Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

* 1. Type of Jurisdiction



Town/City/Municipality



County



Metropolitan Planning Organization or Council of Governments



Regional Planning Organization



Rural Planning Organization



Indian Nation



Other

If other, describe

* 2. Population

71819

3. Square mileage of community

* Total area

19.9

* Water area

0.2

* Land area

19.7

* 4. Population Density

3646

5. Climate

* Average temperature for January

27.3

* Average temperature for April

53.4

* Average temperature for July

75.7

* Average temperature for October

55.8

* Average precipitation for January

3.5

* Average precipitation for April

4.0

* Average precipitation for July

3.8

* Average precipitation for October

3.2

* 6. Median Household Income

25377

7. Age distribution

* % under 5

4.5

* % age 6-17

8.4

* % age 18-64

78.9

* % age 65+

8.2

* Totals

100.00000000000001

8. Race

* % White

85

* % Black or African American

4.5

* % American Indian and Alaska Native

0.4

* % Asian

7.1

* % Native Hawaiian and Other Pacific Islander

0.1

* % Some other race

0.9

* % One race

98

* % Two or more races

2

* Totals

100

* % Hispanic or Latino (of any race)

2.7

* 9. What is the name of your community's bicycle program manager?

Scott Robinson

* 10. In which department does your bicycle program manager work?

☐

Engineering/public works

☒

Planning

☐

Parks and Recreation

☐

Transportation

☐

Other

If other, describe

* 11. Are you the Bicycle Program Manager?

☒

Yes

☐

No

* Bicycle Program Manager Phone

(812) 349-3423

* Bicycle Program Manager Email

robinsos@bloomington.in.gov

* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

☐

10% or less

☐

10-25%

☐

25-50%

☒

50-75%

☐ 75-100%

* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

3

* 14. Do you have a [Bicycle Advisory Committee](#)

☒ Yes

☐ No

* 14a. How often does it meet?

☐ Monthly

☐ Every two months

☐ Quarterly

☐ Annually

☒ Other (describe)

If other, describe

Two times per month

* 14b. How many members serve on the committee?

7

* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

☒ User group

☒ Law enforcement

☐ Chamber of commerce

☐ Public health

☒ Planning department

☒ Transportation department

☐ School board

☒ Parks department

☒ Recreation department

☐ Transit agency

☒ Other (describe)

If other, describe

bicycle shops

* 14d. Name of Bicycle Advisory Committee Chair

Jim Rosenbarger

* Email of Bicycle Advisory Committee Chair

jrosenbarger@sbcglobal.net

* 15. Is there a bicycle advocacy group(s) in your community?

☒ Yes

☐ No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

Bloomington Bicycle Club, Bloomington Transportation Options for People

* 15b. Are any of them working with you on this application?

☒ Yes

☐ No

* 15c. List the name of the primary group:

Bloomington Bicycle Club

* 15d. Does this group have paid staff?

☐ Yes

☒ No

* 15e. Do you contract with this group for any services or programs?

☐ Yes

☒ No

* 15f. Who is the primary contact for them?

Keith Vogelsang, President

* 15g. Email of primary contact of advocacy group
pres@bloomingtonbicycleclub.org

* 16. What are the primary reasons your community has invested in bicycling?

☒ Improved quality of life

☒ Improving public health

☒ Community connectivity

☒ Transportation options

☒ Climate change concerns

☐ Decrease traffic congestion

☒ Increase tourism

☐ Increase property values

☒ Cooperation with adjacent communities

☒ Public demand

☒ Economic development

☒ Traffic safety

☐ Other (describe)

If other, describe

17. What was your community's most significant investment for bicycling in the past year?

Completion of the hallmark downtown phase of the B-Line Trail. The Trail, which Mayor Mark Kruzan considers to be "the most significant economic development project on the City's agenda," runs through the heart of downtown. Another very significant initiative from the past year is the City Council's formation of the Platinum Biking Task Force, which is charged with developing a plan to advance Bloomington to a Platinum designation from the League. The City also initiated its first volunteer bike count, which generated considerable interest and resulted in over 90 hours of bike counts at intersections throughout town during the month of April. On the education front, Bloomington hosted an LCI seminar in August 2009.

18. What specific improvements do you have planned for bicycling in the following year?

1) B-Line Trail construction, Phases II and III (2.4 miles). These sections of the B-Line Trail will provide access for several neighborhoods to the downtown area. The south end of the trail will connect with the existing Bloomington Rail Trail and Clear Creek Trail. This network will provide 7 miles of off-street trails (one-way). 2) Jackson Creek Trail construction, Phase I (0.5 miles). While the initial phase of the Jackson Creek Trail is relatively short, it is very significant, as it will connect schools at either end, and a large neighborhood in between. It also ties into the existing on-street bike route network. 3) Installation of bike lanes on W. 3rd St., a major east-west arterial (1 mile). 4) Installation of shared lane markings on several high-volume streets.

Engineering

19. Does your community have

☒ a [complete streets policy](#)?

☐ a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?

☐ Neither

19a. When was it adopted

☒ 2009

19b. Provide a link or attach a copy of this legislation or policy.

**Bloomington/Monroe County MPO Complete Streets Policy: <http://bloomington.in.gov/media/media/application/pdf/4425.pdf>;
see also City of Bloomington Master Thoroughfare Plan: <http://bloomington.in.gov/media/media/application/pdf/4282.pdf>**

19c. How was it adopted?

☐ Legislation

☒ Resolution

☐ Internal Policy

☐ Other

If other, describe

19d. What tools are in place to ensure implementation?

☒ Implementation Guidance

☐ Design

☐ Manual

☐ Training

☒ Other

If other, describe

The Complete Streets policy of the Bloomington/Monroe County MPO outlines a process to which local agencies receiving federal funds must adhere. The policy requires early coordination with bicycle, pedestrian, transit, and other stakeholders, and accommodation of all users in road projects. Failure to comply with the Complete Streets Policy would result in the loss of federal funds for the project. Exemptions require the approval of the MPO Policy Committee. The City of Bloomington Master Thoroughfare Plan (part of the Growth Policies Plan) requires bike lanes for arterials and primary collectors. This document also has typical street cross sections that include bike facilities.

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

☒ Training

☐ Offer [FHWA/NHI Training Course](#)

☐ Hire Outside consultants to train staff

☒ Send staff to [bicycle-specific conferences/training](#)

☐ Require project consultants to have bike/ped qualifications

☐ Internal training or [design manual](#)

20a. Describe each checked

Training: the City frequently participates in ITE, APBP, and PBIC webinars, and purchases educational materials relating to bicycle facility design and implementation. Bicycle-specific conferences: City staff has attended the Pro Walk/Pro Bike conference (Seattle, 2008) and the Indiana Bicycle Summit (October, 2009). Additionally, staff has attended presentations by notable bicycle, pedestrian, and transit speakers brought to Bloomington, including Dan Burden, Robert Cervero, Vukan Vuchic, Norman Garrick, Laurence Frank, and Donald Shoup, among others.

* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

100

21a. What are the exceptions?

* 22. How do you ensure there are end-of-trip facilities for bicyclists?

☒ Bike parking ordinance

☒ Bike parking ordinance for all new developments

☐ Ordinance requiring showers and lockers

☐ Building accessibility ordinance

☒ On street bike parking

☐ [Ordinance that allows bike parking to substitute for car parking](#)

☒ Standards for bicycle parking that conform to [APBP guidelines](#)

☒ Other

If other, describe

The City has a program to install bicycle racks in the public right-of-way at the request of adjacent businesses. The City also recently installed signs directing bicyclists to racks located in City parking garages. Additionally, the Bloomington Bicycle Club has a grant program that has allowed several nonprofit organizations and churches to purchase and install bike racks for their patrons and workers.

23. How many bike parking spaces are there in your community?

23a. Bike racks

1200

23b. Bike lockers

0

23c. Bike depot (i.e. [Bikestation](#))

0

23d. In-street bike parking

20

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

☒ **76-90%**

24b. Libraries

☒ **91-100%**

24c. Transit Stations

☒ **91-100%**

24d. Parks & Recreation Centers

☒ **76-90%**

24e. Government buildings

☒ **91-100%**

24f. Office buildings

☒ **76-90%**

24g. Shops

☒ **76-90%**

24h. Public Housing

☒ **less than 15%**

* 25. Does your community have transit service?

☒ **Yes**

☐ **No**

* 25a. Are buses equipped with [bike racks](#)?

☒ **Yes**

☐ **No**

25b. What percentage?

☒ **91-100%**

25c. Are bikes allowed inside transit vehicles?

☐ **Yes**

☒ **Sometimes**

☐ **No**

If yes or sometimes, describe

If bike racks are full, bikes may be brought on board the transit vehicle, provided that there is adequate room inside the bus.

* 26. What is the mileage of your total road network?

295

* 27. What is the mileage of your total shared-use path network?

27

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

13

Planned Miles

42

b. [Shared lane markings](#)

Current Miles

1

Planned Miles

1

c. [Bike boulevards](#)

Current Miles

0

Planned Miles

12

d. Signed bike routes

Current Miles

40

Planned Miles

46

e. Paved shared use paths

Current Miles

25

Planned Miles

89

f. Natural surface shared use paths

Current Miles

2

Planned Miles

2

g. [Singletrack](#)

Current Miles

5

Planned Miles

5

* 29. What other innovative ways have you improved on-road conditions for bicyclists?

☐

[Road diets](#)

☒

[Area wide traffic calming](#)

☐

[Cycle tracks](#)

☐

[Contra-flow bike lanes](#)

☐

Speed limits 20 mph or less on residential streets

☒

Bike cut thrus

☐

[Way-finding signage with distance and/or time information](#)

☐

None

☐

Other

If other, describe

* 30. What percentage of arterial streets have bike lanes or paved shoulders?

18

* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

31

31a. What are the exceptions?

Bicycles are prohibited on hiking trails in environmentally sensitive areas.

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

* 32a. Street sweeping

☐

More than other travel lanes

☒

Same as other travel lanes

☐

Weekly

☐

Monthly

☐

Quarterly

☐

Annually

☐

Never

☐

Other

If other, describe

* 32b. Snow clearance

☐

Before other travel lanes

☒

Same time as other travel lanes

☐

Within 48 hours of storm

☐

Never

☐

Other

☐

Not applicable

If other, describe

* 32c. Pothole maintenance

☒

Within 24 hours of complaint

☐

Within one week of complaint

☐

Within one month of complaint

☐

Never

☐ Other

If other, describe

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

Bike lanes are re-painted annually.

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

* 33a. Path sweeping

☐ Weekly

☐ Monthly

☐ Quarterly

☐ Annually

☐ Never

☒ Other

If other, describe

The frequency of shared-use path sweeping varies depending on the usage of the path and the tendency for accumulation of debris. For some high-use paths and trails, maintenance staff sweep weekly. On lesser-used trails, sweeping occurs less frequently. When sweeping is requested for a particular path, the Public Works Department typically accommodates the request within a matter of a few days.

* 33b. Vegetation maintenance

☐ Weekly

☐ Monthly

☐ Quarterly

☐ Annually

☐ Never

☒ Other

If other, describe

As with sweeping, the frequency of vegetation removal varies according to the use and context of the path. Maintenance requests are usually fulfilled within a few days.

* 33c. Snow clearance

☐ Before roadways

☐ Same time as roadways

☐ Within 48 hours of storm

☐ Never

☒ Other

☐ Not applicable

If other, describe

The most significant off-street paths are cleared at the same time as roadways. Some paths are cleared by adjacent property owners. City ordinance requires such paths to be cleared within 24 hours of the last snowfall.

* 33d. Surface repair

☐ Within 24 hours of complaint

☐ Within one week of complaint

☐ Within one month of complaint

☐ Never

☒ Other

If other, describe

Once a complaint is received, City staff will investigate the problem and attempt to devise a solution. If it is a simple problem, it will usually be resolved within a few weeks. If the request is indicative of an underlying drainage problem, then it may take longer to develop and implement a permanent fix.

33e. Other Maintenance policies or programs for shared-use paths (describe)

* 34. How do you accommodate cyclists at intersections in your community?

☐ All /Most signals are timed for bicyclists

- ☒ **All / Most signals are timed**
- ☐ [Loop detector markings](#)
- ☐ [Video detection](#)
- ☐ [Advance stop line or Bike Box](#)
- ☐ [Bicycle signal heads](#)
- ☐ **Other**
- ☐ **None of the above**

If other, describe

* 35. Are there other infrastructure improvements in your community to promote bicycling?

- ☒ **Yes**
- ☐ **No**

If yes, describe

The Indiana University campus has an extensive network of bike paths and limited access streets that promote bicycling, with plans to expand the network over time. The existing campus bike network ties in to the City's network of signed routes and bike lanes, and will also be integrated with future bike boulevards, as proposed in the City's bike plan. Several neighborhoods have traffic-calmed streets, including traffic circles, speed humps, speed cushions, chicanes, and curb extensions/bumpouts. These low-speed streets are ideal for family-friendly cycling. The City recently installed ten Bicycle Friendly Community signs at prominent locations throughout Bloomington. "Bikes May Use Full Lane" signs were also recently installed on a prominent arterial with shared lane markings.

Education

* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

- ☒ **Yes**
- ☐ **No**

What percentage of schools in your jurisdiction participates?

a. Elementary (percentage)

75

b. Middle School (percentage)

33

c. High School (percentage)

50

* 37. Outside of schools, how are children taught safe bicycling skills?

- ☒ **Youth bike clubs**
- ☒ [Bike clinics or rodeos](#)
- ☒ **Youth recreation programs**
- ☒ **Helmet fit seminars**
- ☐ [Safety town](#)
- ☒ **Trail riding classes**
- ☐ **Other**
- ☐ **None of the above**

If other, describe

* 38. Do you have a [diversion program](#) for cyclists or motorists?

- ☐ **Yes**
- ☒ **No**

If yes, describe

* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

- ☐ **Public service announcements**
- ☐ **Community newsletter article**
- ☐ **New resident packet**

- ☐ Utility bill insert
- ☐ Bicycle ambassador program
- ☐ Newspaper column/blog on bicycling
- ☒ Dedicated bike page on community Web site
- ☐ Billboards
- ☒ Share the Road Signs
- ☐ Share the road information in driver's education
- ☒ Other
- ☐ None of the above

If other, describe

The Bloomington Bike Map includes bicycle safety laws and tips for both motorists and cyclists. It has been distributed free of charge at bike shops, coffee shops, the visitor's center, and through other venues popular with cyclists.

40. What of the following options are available on a regular basis to your community?

* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

- ☐ Weekly
- ☐ Monthly
- ☐ Quarterly
- ☐ Annually
- ☐ Never
- ☒ Other

If other, describe

Traffic Skills 101 is offered at least twice annually (usually during Bloomington Bikes Month and during the fall). City staff also offers the course whenever there is sufficient interest. We are currently experimenting with a modular approach to our bike classes (three hour focused classes that, in combination, cover the entire TS 101 sequence). This format seems to appeal to a broader audience than the nine hour single session we've used in the past.

* 40b. Cycling Skills classes -- three to four hour classroom training courses

- ☐ Weekly
- ☐ Monthly
- ☐ Quarterly
- ☐ Annually
- ☐ Never
- ☒ Other

If other, describe

The City has offered a basic cycling skills class combined with aspects of the commuter class in a four hour format. Students are taught the basic aspects of on-street cycling and basic bike maintenance, as well as some specific commuter aspects, such as rain gear, lights, and Bloomington-specific routes.

* 40c. Commuter classes - one/two hour classes

- ☐ Weekly
- ☐ Monthly
- ☐ Quarterly
- ☐ Annually
- ☐ Never
- ☒ Other

If other, describe

(see response to 40b)

* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

☒ Yes

☐ No

* 42. How many [League Cycling Instructors](#) are there in your community?

2

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

Raymond Hess is an active instructor; Joe Fish is an Instructor-in-Training.

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

☐ City staff

☐ Taxi drivers

☒ Transit operators

☒ School bus operators

☐ Delivery drivers

☐ Other

* If other, describe

* 44a. If yes to any of the above, describe the program.

Bloomington Transit bus drivers are taught to respect the bike lanes and move over when approaching a bike from the rear. When there is not enough room to pass, they are instructed to stay a safe distance behind until it is safe to pass. Monroe County Community School Corporation bus drivers are taught to take into account the dimensions of the bus, and to safely share the road with pedestrians, bicycles and motorized vehicles.

* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

Bike rodeos are held at different elementary schools, on a rotating basis, ensuring that low-income areas are included. Also, a community bike rodeo was held at Crestmont Community Apartments, a public housing project.

* 46. Are there other education efforts in your community to promote bicycling?

☒ Yes

☐ No

* 46a. If yes, describe

The Bloomington Bicycle Map includes all of the relevant state and local bicycle laws, as well as bicycle and motorist safety tips. The map is available at local bike shops and other outlets around town for free distribution to cyclists. The City also recently published a brochure about biking in Bloomington. This brochure focuses on the health and environmental benefits of bicycling, and encourages Bloomington residents to commute by bike. The Planning Department also just updated its bike parking brochure, which is targeted toward developers and property owners. The brochure succinctly explains the City's bicycle parking requirements and includes recommendations for code-compliant rack vendors and models. The Bloomington Police Department and other City Departments have distributed bike lights to cyclists riding in the dark without lighting. During these bike light give-aways, cyclists are educated about bicycle laws and safety practices, such as riding at night without lights and reflectors, riding on sidewalks, running stop signs, riding the wrong way, etc. They are also given a copy of the Bloomington Bicycle Map, and information about bicycle education classes offered by the City. The Police Department also provides instruction and presentations to children on bicycle safety, and has an officer that assists with the certification training of the Police Bicycle School. The Parks and Planning Departments offer a "Learn to Ride" class to beginning youth cyclists that has been very popular every year. During the three-day class, students learn the rules of the road and develop safe riding habits, such as the ABC quick check, always wearing their helmets. Their parents are also required to participate and are encouraged to lead by example. City staff have given presentations on bicycle safety and related topics at State MPO conferences, the Indiana Bike Summit, the Bloomington Bicycle Club annual meeting, Indiana University orientation, and at area schools.

Encouragement

* 47. How do you promote [National Bike Month](#)?

☒ City Proclamation

☒ Community Ride

☐ Mayor-led Ride

☐ Public Service Announcements

☒ Publish a guide to Bike Month Events

☒ Bike Month Web site

☐ Commuter Challenge

☒ Commuter Breakfasts

☐ Trail construction or maintenance day

☒ Other

☐ No promotion

* If other, describe

In 2009 and 2010, the City used Facebook to reach a broader audience for Bike-to-Work Day. This method has been very

successful in getting broader participation in Bike-to-Work Day. Also in 2010, the City took out an ad in the local newspaper and issued a press release to promote Bike to Work month activities.

* 48. How many people participate in [Bike Month](#) events?

1000

* 49. How do you promote bicycling outside of [National Bike Month](#)?

☐

Community Ride

☐

Mayor-led Ride

☐

Public Service Announcements

☐

Trail construction or maintenance day

☐

[Summer Streets/Ciclovia/Sunday Parkways](#)

☐

Commuter Challenge

☐

Commuter Breakfasts

☒

Other

☐

No promotion

* If other, describe

The City has a web page dedicated to biking in Bloomington, and offers educational opportunities throughout the year.

* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

☒

Yes

☐

No

* 50a. If yes, describe

The City has worked with local businesses to provide a wide range of incentives for Bike to Work Day. These include gift certificates to bike shops, messenger bags, bike lights, and panniers. Bike to work day participants were also treated to free breakfast at a local bagel shop (upon display of helmet), and free coffee at Starbucks. To further increase awareness of Bike to Work Day and other Bikes Week activities, the City Council proclaimed the week of May 17-May 23 to be Bloomington Bikes Week. A press release was issued and Bikes Week events were featured on the front page of the City's website. The City also ran an ad in the local newspaper to promote Bikes Week.

* 50b. Approximately what percentage of the community workforce do you reach?

☒

less than 15%

* 51. List the signature cycling events in your community?

Little 500, Hilly Hundred, Breaking Away Ride, Bloomington Cycling Grand Prix, Hub Ride for the Hungry, Coach Hep Cancer Challenge, Morgan-Monroe State Park Race

* 52. Does the municipality sponsor or actively support any of these rides?

☐

Yes

☒

No

* 52a. If yes, how?

* 53. Does your local tourism board promote bicycling in your area?

☒

Yes

☐

No

* 53a. If yes, how?

The Bloomington Convention and Visitor's Bureau has funded the Bloomington Bicycle Map, which allows it to be distributed to a wide audience free of charge. The Bureau has sponsored or promoted several other bicycling events, such as the Hilly Hundred, the Bloomington Cycling Grand Prix, the Coach Hep Cancer Challenge, and the Hub Ride for the Hungry.

* 54. Are there cycling organizations in your area?

☒

Recreational Bike Clubs

☒

Mountain Bike Clubs

☐

Friends of the Trail Groups

☐

National Mountain Bike Patrol

☒

Racing Clubs or Teams

☒

Bicycle Co-ops

☒

Other

☐

None

* If other, describe.

Bloomington Bike Polo - a local hardcourt Bike Polo club that meets 2-3 times per week and is open to all skill levels. They recently hosted the Indiana Invitational Bike Polo Tournament, which attracted teams from several surrounding states. Show Up Alleycats - organizes alleycat races and other cycling events in Bloomington.

* 54a. For each type of club checked, list names of the organizations.

Recreational Bike Clubs - Bloomington Bicycle Club (see also below for youth recreation programs) Mountain Bike Clubs - IU Mountain Biking Club, Hoosier Mountain Biking Association Racing Clubs/Teams - Team Tortuga, IU Cycling Club Bicycle co-ops - Bloomington Community Bike Project There have also been informal ride groups organized by word of mouth and flyers.

* 55. How many [specialty bicycle retailers](#) (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?
5

* 55a. List their names.

Bicycle Garage, Inc. Bikesmiths Revolution Bike and Bean Bicycle Doctor Best Bicycle, Inc.

* 56. Which of these bicycling areas or facilities do you have in your community?

- ☐ **BMX track**
- ☐ **Velodrome**
- ☐ **Cyclocross course**
- ☒ **Mountain bike park**
- ☐ **Pump Tracks**
- ☐ **Other**
- ☐ **None**

* If other, describe.

* 57. Is there a skatepark in your community?

- ☒ **Yes**
- ☐ **No**

* 57a. If yes, do bikes have access to the skatepark?

- ☐ **Always**
- ☐ **Sometimes**
- ☒ **Never**

* 58. Are there opportunities to rent bicycles in your community?

- ☒ **Yes**
- ☐ **No**

* 59. Does your community have a bike sharing program?

- ☐ **Yes**
- ☒ **No**

59a. If yes, of what use is it?

- ☐ **Public use**
- ☐ **Private institution**
- ☐ **Other**

* If other, describe

* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

- ☐ **Yes**
- ☒ **No**

* 60a. If yes, list the names of the businesses.

* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

- ☒ [Recycle a Bicycle](#)
- ☐ [Trips for Kids chapter](#)
- ☒ [Earn a Bike program](#)
- ☒ **Co-op or Community Cycling Center**
- ☒ **Other**

☐ None

* If other, describe

deCycles Indiana - a Bloomington-based nonprofit ecumenical youth leadership program offering high spirited summer bicycle trips for teenagers and young adults. The trips cover over 1,500 miles and emphasize personal development. Riders of all experience levels are encouraged. Boys and Girls Club Riders - this program takes six members (age 11-16) accompanied by two adults on long afternoon rides around Bloomington, focusing on outdoor exercise, bike safety and maintenance, and appreciation of our community. The program promotes healthy life-styles (bicycling) and provides a chance for youth to learn about a unique aspect of our community character (our love of bicycling and investment in bike trails). Funding for bikes, helmets, tools, and other supplies is provided through a combination of City grants, Bloomington Bicycle Club grants, Bloomington Hospital donations, and Church donations. Additionally, volunteers from these organizations lead the rides and teach bicycle safety and maintenance skills. The local chapter of Girls, Inc. incorporates bicycle safety, repair, and fitness education into its summer programming (funded by a grant from the Bloomington Bicycle Club). The goal of the program is to inspire lifelong interest in bicycling. **Bloomington High School South Solar Racing Team** - a group of high school students configure a bicycle that utilizes human power in combination with solar power. The Bloomington High School teams have won the SunRayce USA and the World Solar Bike Races on several occasions.

* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

☐ Online route finding service

☒ Online map

☒ Printed on-road bike-routes map

☒ Printed mountain bike trails map

☐ Other

☐ None available

* If other, describe

* 63. Does your community have other programs or policies to encourage cycling?

☒ Yes

☐ No

* 63a. If yes, describe

On July 1, 2010, the City of Bloomington began offering \$20 monthly bike shop vouchers to City employees who ride their bike to work 12 or more days per month. The program is modeled after the federal Bicycle Commuter Tax Benefit program. Earth Care, a local faith-based community group organizes Walbicus to Worship. The event encourages worshipers to walk, bike, or take the bus to their place of worship.

Enforcement

* 64. How does your police department interact with the local cycling community?

☒ A police officer is an active member of bicycle advisory committee

☒ Identified law-enforcement point person to interact with cyclists

☐ No current formal interaction

☒ Other

* If other, describe

The Bloomington Police Department led bike light giveaways in 2008 and 2010. Officers worked with City staff and volunteers from the Bloomington Bicycle Club to flag down cyclists riding at night without a light. Front and rear lights were installed, basic safety concepts were explained, and maps and other resources were given to cyclists. The gesture was well received by the cyclists, who greatly appreciated the positive interaction with the Police Department. Many of the cyclists were previously unaware of the law regarding bike lights and reflectors.

* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

☒ Basic academy training

☒ [International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training

☐ [National Highway Traffic Safety Administration Law Enforcement Training](#)

☐ Completion of [Smart Cycling course](#) by Police

☐ Presentation by League Cycling Instructor or local cyclist

☐ Institute for Police Training and Development bicycle training

☐ Other

☐ No training currently offered

* If other, describe

* 66. What enforcement campaigns are targeted at improving cyclist safety?

☒ Helmet/light giveaways

☐ Targeting motorist infractions

☐ Targeting cyclist infractions

☐ Share the road campaigns

☐ Other

☐ None of the above

* If other, describe

* 67. Do you have police department employees on bikes?

☒ Yes

☐ No

* 67a. If yes, what percentage of police department employees is on bike?

10
* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

☐ Yes

☒ No

* 68a. If yes, what percentage of safety department employees is on bike?

* 69. Do your local ordinances treat bicyclists [equitably](#)? (examples can be found on the [BFC resources page](#)).

☒ There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)

☐ There are penalties for motor vehicle users that 'door' cyclists

☐ There is a ban on cell phone use while driving.

☐ There is a ban on texting while driving.

☐ The community uses photo enforcement for red lights and/or speed

☐ There is a state or local law that requires cyclists to use sidepaths regardless of their usability.

☐ There is a state or local law that requires cyclists to use bike lanes where they are provided.

☐ Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).

☒ There is a general restriction on bicyclists riding on the sidewalk.

☐ There are local or school policies that restrict youths from riding to school.

☐ None of the above

☒ Additional information on any of the above mentioned ordinances as it pertains to your community.

* If Additional Information, describe

There is a statewide ban on texting while driving for drivers under the age of 18.

* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

☒ Yes

☐ No

* 70a. If yes, describe

Bicyclists under the age of 18 are required to wear a helmet.

* 71. Does your community have other programs or policies to enforce safe cycling?

☐ Yes

☒ No

* 71a. If yes, describe

Evaluation and Planning

* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

1.8
* 73. What additional information do you have on bicycle use for your community?

The City recently began conducting manual and automated counts of bicyclists on trails and at intersections. In 2010, volunteers logged over 90 hours counting bikes at intersections throughout town, and City staff conducts additional counts throughout the year. These counts include male/female breakdown, as female cyclists have often been cited as an "indicator" of good conditions for bicyclists. Based on our count data, female cyclists constitute roughly 30% of all cyclists. We have also conducted intercept

surveys based on the forms developed by the National Bicycle and Pedestrian Documentation Project. We are in the process of compiling this data for a baseline report, which will be updated on a regular basis to monitor trends. In 2009, Bloomington Transit completed its Transit Development Strategy, which included some questions regarding bike access to transit. We are also working the BT to count the number of riders who use the bike racks on buses. In 2006, the Bloomington Parks and Recreation Dept. conducted a statistically valid Community Attitude and Interest survey, which revealed that the Bloomington Rail Trail and Clear Creek Trail are the second and third most popular Parks facilities in Bloomington. In the same survey, respondents indicated the highest need for biking and walking trails, compared to other facility types. The Bloomington-based Eppler Institute for Parks and Public Lands has conducted extensive trail surveys and counts on the Clear Creek Trail, and plans to develop a similar program for the B-Line Trail.

* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

0

* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

172

* 76. Do you have a specific plan or program to reduce these numbers?

☐ Yes

☒ No

* 76a. If yes, provide the link to the plan or describe.

* 77. Does your community have a bicycle plan?

☒ Yes

☐ No

* 77a. When was it passed or most recently updated?

☒ 2008

* 77b. Is there a dedicated funding source for implementation?

☒ Yes

☐ No

* 77c. If yes, describe.

Each year, the City Council sets aside funding for implementation of the Bicycle and Pedestrian Transportation & Greenways System Plan. This fund has typically been set at \$500,000/yr., though it was reduced to \$250,000 in 2010 due to budget shortfalls. Other funding sources such as American Recovery and Reinvestment Act, Transportation Enhancements, Tax-Increment Financing, Community Development Block Grants, and Congressional earmarks, are used to implement facilities identified in the Plan.

* 77d. What percentage of the plan has been implemented?

☒ 25%

* 77e. Are you meeting annual target goals for implementation?

☒ Yes

☐ No

* 77f. Provide a link to the plan or describe.

<http://bloomington.in.gov/media/media/application/pdf/57.pdf>

* 78. Do you have a trails master plan that addresses mountain bike access?

☐ Yes

☒ No

* 78a. If yes, provide the link to the plan or describe.

* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

☒ Yes

☐ No

* 79a. If yes, describe.

The Parks and Recreation Department works with the I.U. Mountain Biking Club and the Hoosier Mountain Biking Association to develop solutions to mountain biking issues at Wapehani Mountain Bike Park. These groups also participate in trail maintenance.

* 80. Do you have [trip reduction ordinances, policies or programs](#)?

☒ Yes

☐ No

* 80a. If yes, describe.

The City has several planning documents and other adopted resolutions that include trip reduction as a goal. The Growth Policies Plan (Comprehensive Plan) includes a Policy Goal designed to "enhance the community transportation system in a manner that reduces automobile dependency and increases access to multiple transportation modes such as walking, bicycling and transit." On a more specific level, the City recently implemented parking maximums for new developments and modified sites. Also, in 2009, the City Council approved the Bloomington Peak Oil Task Force Report, which includes several strategies aimed at reducing dependency on automobiles, including trip consolidation and improved bicycle facilities.

* 81. Have you done an [economic impact study](#) on bicycling in your community?

☐ Yes

☒ No

* 81a. If yes, describe.

* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

☐ Yes

☒ No

* 82a. If yes, describe.

* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

☒ Yes

☐ No

* 83a. If yes, describe.

The City recently established the Bloomington Platinum Biking Task Force, which is set to begin meeting in fall 2010. This group is charged with coming up with a comprehensive set of recommendations to advance the state of bicycling in Bloomington, with Platinum recognition from the League as the ultimate measure of success. The group will develop specific implementation strategies in the areas of infrastructure and engineering, education, encouragement, enforcement, evaluation, and planning. The City's Bicycle and Pedestrian Safety Commission reviews major public infrastructure and private development proposals and proposes measures to improve conditions for bicycling.

Final Overview

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

* 84a.

Bloomington has a strong and multifaceted bicycling culture, as represented by the Community Bike Project, the Bloomington Bicycle Club, and Bloomington Transportation Options for People. For many people, the 1979 movie "Breaking Away", centered on the Little 500 bike race, defines Bloomington and its bike-oriented culture. Bloomington is also a great place for college students to develop a lifelong biking habit, as the easy routes out of town lead to a nearly endless expanse of rolling hills (and more than a few steep climbs). Recent additions to the Bloomington biking landscape including Bloomington Pedal Power (bike freight service), several bike-based food delivery services, Bloomington Bike Polo, and bike-in movies demonstrate the continuing passion of Bloomingtonians for biking.

* 84b.

Bloomington's dedication to bicycling is evident in its continued investment in bike facilities and its non-infrastructure policies and programs. Out of \$3.8 million in ARRA funding received by the City in 2009, almost two-thirds (\$2.4 million) was spent on multi-use trails that provide crucial links in our bike network. An additional \$2.4 million for trail construction was secured through congressional earmarks and other funding sources. On top of these investments, the City continues to dedicate local sources to bike facility implementation, as well as include bike facilities in other projects. Along with infrastructure investments, the City has recently increased its emphasis on bicycle education by hosting an LCI seminar and offering low-cost or free bike courses to people of all ages.

* 84c.

Bloomington is a leader in the statewide push for bike-friendly communities. We continually seek ways to improve conditions for bicycling, despite considerable sociocultural and built environment challenges. While there have been some exciting developments in the Indianapolis area recently, Indiana is generally not a bike-friendly state. Nonetheless, Bloomington has long served as an example of what is possible for biking in Indiana. This tradition continues, with recent examples including adoption of a Complete Streets Policy, implementation of shared lane markings, a comprehensive Safe Routes to School program, and working with INDOT to ensure bicyclists and pedestrians are accommodated along state roads.

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

* 85a.

Driver and bicyclist education, and enforcement of traffic laws is needed to improve safety and foster better relations between cyclists and motorists. As a college town, Bloomington experiences a high turnover of students and residents. Furthermore, many of these individuals are new to the United States, and may not be familiar or comfortable with the rules of the road. This makes driver and bicyclist education an ongoing challenge, but one that can be solved with effective education and enforcement.

* 85b.

Increased investment in Bloomington's cycling infrastructure is needed to better accommodate bicyclists. In particular, development of the on-street bike network and seamless connections between on-street and off-street facilities are needed. Additionally, better connections to outer neighborhoods and commercial centers, and across state highways would make cycling a more viable option to citizens farther from downtown.

* 85c.

Increased encouragement of cycling by business leaders and civic groups would greatly advance the status of bicycling in Bloomington. Such groups could encourage and reward their employees for riding to work, and create a culture of acceptance and appreciation of cycling. These steps would lead to increased ridership, greater awareness of cycling issues, and safety in numbers. Leadership from these groups would also help the community to move beyond misunderstandings between motorists and cyclists.

* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

☒ Yes

☐ No

* 86a. If yes, describe.

The Bloomington City Council recently established the Bloomington Platinum Biking Task Force in order to develop specific actionable recommendations that the City can undertake to achieve Platinum status from the League. In anticipation of the Task Force process, City staff has developed a detailed list of possible projects and programs to pursue, stemming directly from the application. Examples include bike boxes, more bike lanes on arterial streets, contracting with local bike advocacy groups for education and outreach activities, and FHWA/NHI training, among others. This long list of ideas will form the basis for more specific strategies and recommendations to come from the Task Force. We are also already looking at ways to increase bicycle promotion as a result of our responses in that area of the application.

* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

☒ Yes

☐ No

* 87a. If yes, describe.

Yes. The Bike-Friendly Community application provides a thorough evaluation of our strengths and weaknesses. In addition to filling out the Bloomington application, we have gathered BFC applications from several Silver, Gold, and Platinum communities to develop comparisons. Some particular strengths we've noted are: major investments in off-street trails, a relatively high bike mode share (annual census estimates vary widely, but we tend to hover in the 1.5-3% range), strong encouragement and education programs for school children, and good policy foundations for bicycling. Weaknesses revealed by the application and through comparisons to other communities include: relatively few bike lanes on arterials, lack of comprehensive bike facility maintenance policies, and the need for better enforcement and education of motorists and bicyclists. The application, along with our comparison to other bike-friendly communities gives us a solid understanding of what needs to be done to make Bloomington a bike-friendly community for people of all ages and abilities.